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# ALGONQUIN PARK CHRONOLOGY



Ministry of  
Natural  
Resources

Hon. Alan W. Pope  
Minister

W. T. Foster  
Deputy Minister



'Algonquin Park Chronology' appeared in Volume 13, Number 2, Summer 1980 issue of 'Your Forests' a Forest Resources Branch Publication.

 **YOUR FORESTS**



### Publication Note

YOUR FORESTS is published three times a year by the Ontario Ministry of Natural Resources, Forest Resources Branch, Parliament Buildings, Toronto, Ontario M7A 1W3.

The purpose of YOUR FORESTS is to provide forest management-related information to private landowners.

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# ALGONQUIN PARK CHRONOLOGY

By  
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Have you ever wondered about Ontario's first Provincial Park? How did it come into being? Was there anybody living there before it was a park? Is it really a wilderness? How have we affected it?

In recent years a number of articles and books have been written about various aspects of Algonquin history. Even still, the casual historian in Algonquin often cannot be anything but confused about what happened when. In this article the bare facts and events of much of Algonquin history are presented in chronological order. References have been included so that it may serve as a companion to any other reading you may do about Algonquin, and so that it might serve as a tool for further research in the field.

Not all events which occurred in Algonquin Park, or the area before it became a park, are included here. This chronology is intended to provide some highlights of man's presence and impact on the Algonquin landscape. Dates and events elsewhere are mentioned where they aid as an explanation of events in Algonquin Park or indicate the development of settlement elsewhere.

History is more than mere dates and events. It has life to it. R. W. Emerson said, "There is properly no history, only biography."

Here then is a biography of Man in Algonquin Park. . .

## A Chronology of Man in Algonquin Park

**9,000 B.C. - 8,000 B.C.** Retreat of the Wisconsin Continent glacier. Deposition of Outwash Sands along most modern river basins flowing from the Algonquin Dome. Modern Petawawa River system was a great river draining glacial Lake Algonquin. This river was called the Fossmill Outlet. (Kennedy 1970)

**7,000 B.C. - 3,000 B.C.** Paleo-indians occupied the area, gathering food and hunting. They had stone tools, but no pottery. (Kennedy 1970).

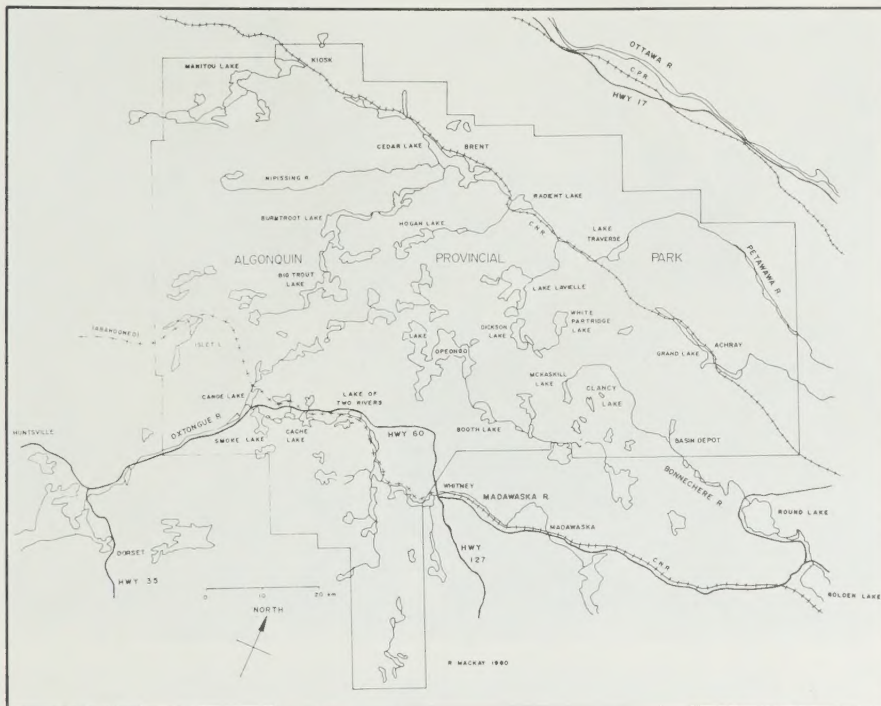
**3,000 B.C. - 500 B.C.** Area occupied by hunting and gathering peoples of the pre-pottery Shield Archaic and Laurentian Archaic cultures. (Wright 1972)

**500 B.C. - 700 A.D.** Point Peninsula Middle Woodland period Indians who did have pottery, occupied the area. (Wright 1972)

**700-1650** Area occupied by Late Woodland Indians, including the Algonquins. These people were nomadic hunters and gatherers who used pottery. There is some possibility that they only inhabited the area during spring, summer, and autumn, descending to the Ottawa River where the winter was less harsh, during the rest of the year. (Wright 1972, Tayler no date)

**1615** Trip of Samuel de Champlain up the Ottawa River. He encountered the Algonquin Indians but did not enter





**Algonquin Park with C.N.R. and C.P.R. routes shown.**

the present park area. (Kennedy 1970)

**1649** Iroquois attacked and defeated the Hurons near Georgian Bay and displaced the Algonquins from the present park area. (Saunders 1946)

**1700-1760** French furtraders using the Ottawa River route to Georgian Bay and the west, by-passed the upland area to the south now occupied by Algonquin Park. A few appear to have penetrated into the park area, the evidence for which lies in the names for some of the lakes. (Saunders 1946)

**1760** Conquest of New France by the English. (Morton 1963)

**1776** American Revolution cut off the supply of pine for ship masts which had been the mainstay of the British Navy since 1605. Britain was forced to look for masts further north, in Nova Scotia. (Lower 1973)

**1789** Alexander Mackenzie followed the Mackenzie River to the Arctic Ocean. (Thomson 1966)

**1790** The North West Company established furtrading posts along the Ottawa River. (Kennedy 1970)

**1793** Alexander Mackenzie reached the Pacific Ocean "from Canada, by land". (Thomson 1966)

**1793-1802** Increased demand for wood by the British Navy sent men looking for masts and timber in British

North America (Lower 1973)

**1795** First rise in duties on foreign timber entering Britain. Start of differential duties. (Lower 1973).

**1806** Philemon Wright, first settler at the present site of Hull, Quebec, took the first raft of squared logs down the Ottawa River, and on to the port of Quebec. Thus began the timber trade on the Ottawa River. (Defebaugh 1906)

**1808** Napoleon Bonaparte of France, at war with Britain, imposed a naval blockade on timber coming from the Baltic Sea to Britain, thus causing Britain to look at British North America as its source of pine timber to maintain the ships of the Royal Navy. (Lower 1973)

British imposed high duties on timber imported from anywhere but British North America. These differential duties made it more profitable to transport timber across the Atlantic Ocean than to transport it from Europe. (Lower 1973)

**1812** War with United States pointed out the importance and need for transportation routes for effective troop movement in British North America. (Saunders 1946)

**1813** Differential duties in timber reached a maximum. (Lower 1973)

**1815** Defeat of Napoleon at Waterloo. End of war between Britain and France. End of the Naval blockade. (Morton 1963)

**1818** Lieut. Catty travelled from Balsam Lake to the Ottawa River by way of the Madawaska River, in an attempt to find a transportation route for troops. (Saunders 1946)

**1821** The Hudson's Bay Company amalgamated with the North-west Company and continued to operate furtrading posts in the Ottawa Valley. (Kennedy 1970)

First reduction of differential duties on timber. (Lower 1973)

**1823** Nine sawmills operating on the Ottawa River. (Defebaugh 1906)

**1825** John McLean of the Hudson's Bay Company established a trading post at Golden Lake, to the east of the present park, on the Bonnechere River. (Kennedy 1970)

**1826** Lieut. Briscoe travelled from the Oxtongue River to Lake Opeongo and the Ottawa River. (Saunders 1946)

**1827** Lieut. Walpole travelled from Lake Simcoe to the Ottawa River by way of the Madawaska River. (Saunders 1946)

**1829** The first timber slide was built on the Ottawa River by Ruggles Wright. (Hughson and Bond 1966)

Alexander Sherriff travelled from the Ottawa River to Penatanguishine by way of Cedar Lake, the Madawaska, and the Muskoka Rivers. He reported "a trading house belonging to the Company, occupied in the hunting season" at the narrows of (modern) Lake Opeongo, and also "some trading huts, only occupied in the winter" on Lake La Vieille. He further reported that "It is a common opinion that land without a growth of hardwood is unworthy of occupation; but this area, though it may generally hold good farther south, should be entirely lost sight of in exploring these northern parts of Canada — The white pine frequently forms the main growth on excellent clay soils, with but a small mixture of hardwood, and sometimes none whatever. The red pine, also well known to be so abundant on the Ottawa, is by no means so infallible a sign of inferior soil as is generally asserted . . . . From every appearance of the country along the upper parts of the Nesswabic (Petawawa), and the whole of the Muskoka River, I have no doubt that a fair proportion of it is fit for settlement and cultivation. . . . On the whole, everything I have seen or heard, enables me at least to state that in this, hitherto, unnoticed part of Canada, a



fine habitable country will be found, to the extent of millions of acres; and I have now only to express my hope, that it will, ere long, be rendered accessible to population." The idea that the Algonquin area, then called the Ottawa-Huron Tract, was fertile persisted for many years. (Sherriff 1830)

**1832** J. Arrowsmith's map of Upper Canada showed the independent trading post at the north end of Lake LaVieille, in the present park area. (Kennedy 1970)

Charles Thomas operated the Hudson's Bay Company post at Golden Lake. He later operated a "Stopping Place" for lumbermen, called the *Charlie's Hope* on the same lake. (Kennedy 1970)

**1835** Lieut. Carthew and Lieut. Baddeley conducted a survey that explored the Georgian Bay sections of the rivers flowing out of the western side of the present park. (Saunders 1946)

David Thompson, former explorer of the west, explored and mapped from the Muskoka River to the Ottawa River by way of the Madawaska River. (Saunders 1946)

**1836** A timber licence was issued to James Wadsworth, granting permission to cut red pine from Round Lake to the source of the Bonnechere River. (Defebaugh 1906)

**1837** John Egan and Alexander Macdonnell were cutting square timber on the Bonnechere River. (Canada Sessional Papers App. MMMM 1854)

William Hawkins travelled through the park area by way of the Magnetawan and Petawawa Rivers for the purpose of locating a possible canal route to link up the Ottawa River and Georgian Bay. On his map he noted a timber shanty at Lake Traverse and potatoes planted nearby. (Saunders 1946)

**1840** Timbermaking on the Petawawa, Bonnechere, and Madawaska Rivers within the present park boundaries. (Saunders 1946)

**1841** Previous to this date there were no Public Works slides and other river improvements on the Ottawa River. During the next twenty years the government bought up all of the private river improvements on the Ottawa River. (Gillis 1975)

**1842** Reduction of differential duties on pine. (Lower 1938)



(Top) "Office" at the Basin Depot. This is possibly the oldest standing building in Algonquin Park.  
Algonquin Museum Collection

(Above) The Basin Depot Ranger cabin.  
Algonquin Museum Collection

**1845** Further reduction of differential duties. (Lower 1938)

**1846** Further reduction of differential duties. (Lower 1938)

**1847** D. Macdonnell surveyed the Bonnechere, Madawaska River and Lake Opeongo for timber. (Saunders 1946)

J. McNaughton surveyed the

Bonnechere River and reported shanties near the "Basin" and near the headwaters. He also reported a sawmill near the headwaters. (McNaughton 1848)

**1853** Alexander Murray conducted a geological survey up the Muskoka River and down the Petawawa River, reporting that timbermaking had reached Lake Traverse, Trout (Radient) Lake, and Cedar Lake. He also reported that the trading post at Golden Lake was closed. (Murray 1854)

**1853-1860** Settlement roads (Opeongo, Peterson, Hastings, Ad-dington and Frontenac) were con-





(Top) River Driving the Bonnechere.  
Algonquin Museum Collection

(Above) Paddy Garvey's farm on the Bonnechere.

structed in the area surrounding the present park. (Miller 1978)

**1854** The Crimean War cut off Russian timber supplies to Britain. British North American timber producers had anticipated the war, glutted the market with too much timber, and thus reduced the price below the cost to take the pine to Quebec. This resulted in a depression, a common occurrence in the British North

American timber trade. (Lower 1973)

Reciprocity Treaty with the United States. This treaty secured free exchange of natural products, including lumber. The demand for wood in the American west and along the eastern seaboard promoted a rapid growth of the sawmill industry around Ottawa and led to the eventual dominance of the sawlog industry over the square timber industry. (Lower 1938)

Pointer boat developed by J. Cockburn of Pembroke. This boat type was very useful on the log drives. (Kennedy 1970)

**1855** Opeongo Colonization Road

reached Bark Lake on the Madawaska River (just outside the present park boundary). It never reached Lake Opeongo. (Miller 1978)

Basin Depot marked on a map of the McLachlin Bros. Co. limits. That company did not own that limit at the time. (Saunders 1946)

**1857** Death of John Egan, one of the greatest of timbermakers. (Kennedy 1970)

Walter Shanley conducted a survey through the park area to determine "the difficulties existing for the construction of an arterial line of railway through the heart of the Valley; as well as for the purpose of obtaining a general knowledge of the characteristics as regards soil, timber, etc., of the almost untrodden forest..." (Shanley 1857)

**1860** Last preferential tariff removed from square timber. British North American producers of square timber could still compete with Baltic producers because of the high cost of production in the Baltic area as compared with the wages paid to get the timbers to port in North America. The difference in production costs offset the difference in distance the timber had to be transported to Britain. (Lower 1973)

**1861** Canada Census recorded six Depot Farms on the Petawawa River, ranging in size from six acres to one hundred acres. Also reported was a one hundred and fifty acre farm operated by John Egan on the Bonnechere River. (MacKay 1978)

Waney timber first appeared on the timber market. The logs were cut octagonally. (Lambert and Pross 1967)

**1864** Peak of the square timber trade. (Lower 1973)

**1867** Confederation (Morton 1963)

J. R. Booth purchased the Egan Estate, a timber limit which took in much of the south-central portion of the present park area. Booth became one of the wealthiest men in Canada by 1900, and played an important part in many decisions which later affected Algonquin Park. (Kennedy 1970)

**1869** Thomas Nightingale, a trapper on the Madawaska River, reported seeing "the indians at Lake of Two Rivers" and also went to a farm on that lake (at the site of the modern Lake of Two Rivers West Picnic Grounds). He also reported staying at the Perley and Pattee Depot farm at





(Top) Some who worked in the camps were only boys.

(Above) A full load in the Bonnechere River area.  
Algonquin Museum Collection

Long (Galeairy) Lake. (Nightingale 1870)

**1870** Dominion Parliament passed an act compelling lumbermen to mark their timber and logs, to be floated down river, with a distinctive mark, and provided for registry of such marks. Many logs in the rivers of Algonquin Park still bear these marks. (Defebaugh 1906)

**1870-1880** Sometime during this decade Capt. John Dennison built a farm at the narrows in Lake Opeongo. He called the farm "Sunnyside". (Saunders 1946)

**1873** A law was passed prohibiting the throwing of sawdust, slabs, edgings, bark or refuse into any part of a navigable stream. (Defebaugh 1906)

Mr. S. Hazlewood was commissioned by the federal government to "examine the country between the mouth of the French River and Pembroke, also along the Bonnechere to Renfrew", and to determine its suitability for railway construction as an

extension of the Canada Central Railway to join with the proposed Canadian Pacific Railway. He reported excellent conditions for railway construction. (Renfrew Mercury 1874)

**1875** Wilkes and Biggar townships (then unsurveyed), in the north-west of modern day Algonquin Park, were designated as part of a planned terminus town which was to be built at the eastern end of the Canadian Pacific Railway. (Renfrew Mercury 1876)

**1876** The surveys on the Canada Central Railway extension were abandoned. This line was intended to link the proposed terminus with Georgian Bay on the west and the C.C.R. on the east. Due to steep topography to the west of the modern hydro line, no suitable route could be located. The route finally decided upon went up the Ottawa River from Pembroke, thus bypassing the park area (to be) and making the proposed eastern terminus in Wilkes and Biggar townships unnecessary. (Renfrew Mercury 1876)

**1875-1880** Farms were cleared on the Bonnechere River. These were occupied by various families including the Garveys, Foys, McIntyres, and McGueys. (Saunders 1946)

**1878** A. Kirkwood and J. J. Murphy published a report for settlers on the undeveloped land of northern and western Ontario.

This report suggested that the area had about five million acres of good arable land and stated further that "based on the existing ratio of population to the settled portion of Ontario, this area would represent a population of at least half a million of souls, or one hundred thousand families of five members each." (Kirkwood and Murphy 1878)

**1878-1896** Township suveys, preliminary to settlement, were carried out in all but two of the townships included in Algonquin Park. (Saunders 1946)

**1881** Capt. John Dennison, age 82, was killed by a bear which he had trapped near the North Arm of Lake Opeongo. (Saunders 1946)

**1882** James Dickson, while conducting the survey of the township of Canisbay, noted a farm clearance on the north shore of Lake of Two Rivers



which has been abandoned "some years before". He also observed the remains of a shanty on the west branch of the Madawaska River near where it ran into Lake of Two Rivers. He stated that this was the most westerly point to which the Ottawa Lumbermen had penetrated to that date. (Dickson 1882)

At about this time the Dennisons, on Lake Opeongo, decided to move. The clearing was taken over by the Fraser Lumber Company. (Saunders 1946)

**1885** A system of fire-ranging on the timber limits was inaugurated by the Ontario Government. (Schull 1978)

Alexander Kirkwood submitted a letter on the subject of a provincial park to the Honourable Thomas B. Pardee, Commissioner of Crown Lands. (Lambert and Pross 1967)

Last Spike driven in the Canadian Pacific Railway. (Morton 1963)

**1886** Alexander Kirkwood suggested the name Algonquin Park. (Saunders 1946)

James Dickson undertook a survey of some of the area suggested as the possible site for the Provincial Park. (Saunders 1946)

**1887** James Dickson completed the survey of townships in the area of the proposed park. (Saunders 1946)

Surveyor in the township of Edgar reported that Captain Young's Depot was in operation at that time. The Depot was halfway between the north and south branches of the Petawawa River. (Saunders 1946)

**1888** Charter for the Ottawa, Arnprior, and Parry Sound Railway was obtained by J. R. Booth of Ottawa. He intended to link his Canada Atlantic Railway (which ran from Vermont to Ottawa) with Georgian Bay, where he planned to build grain elevators. (Kennedy 1970)

**1889** Steam warping tug or "Alligator" was designed and developed by West and Peachey, of Simcoe, Ontario, for use in hauling log booms across moderately large bodies of water. It was also able to travel across land through the use of its winch and birch rollers. (Lee — Whiting 1968)

**1892** A Royal Commission was set up to investigate a Forest Reservation and National Park. (Lambert and Pross 1967)

Timber sale in Toronto in which limits containing pine, in the south-



(Top) Square timber raft at Ottawa in 1878.

(Above) Islet Lake Trestle on the Ottawa Arnprior and Perry Sound Railway. Algonquin Museum Collection

west section of the proposed park, were sold. This area included the limits around Canoe Lake and Smoke Lake. The limits were sold to the Gilmour Company of Trenton, Ontario. (Addison 1974)

First meeting of the Royal Commission to choose the site for the park. (Lambert and Pross 1967)

**1893** Report of the Royal Commission

was submitted and adopted, with the result that the Algonquin Park Act was passed, setting aside eighteen townships in the Ottawa Huron Tract as a game preserve. Lumbermen could stay until all pine was removed from the park. The aims of the park act were:

1/ The preservation of the streams, lakes and watercourses of the head waters of those rivers which have their source in the park.

2/ The maintenance of the Park in a state of nature as far as possible, having regard to existing interests; and the preservation of the native forests therein and of their indigen-



ous woods as nearly as practicable.

3/ To protect the fish, insectivorous and other birds, game and fur-bearing animals therein, and to encourage their growth and increase.

4/ To provide a field for experiments in and practice of systematic forestry upon a limited scale.

5/ To serve as a sanatorium or place of health resort.

6/ To secure the benefits which the retention of a large block of forest would confer upon the climate and water-courses of the surrounding portions of the province.

The commissioners suggested that the name of the reservation be "The Algonquin Park, in this way perpetuating the memory of one of the greatest Indian Nations that has inhabited the North American Continent." (Lambert and Pross 1967)

Peter Thomson, the first Superintendent of the new park, arrived at the village of Mowat (constructed that year by the Gilmour Company) at Canoe Lake and set up a Park Headquarters. (Lambert and Pross 1967)

**1894** First year of the two year long drive of logs from the Gilmour limits on Canoe Lake. The logs were taken down the Oxtongue River to Lake of Bays, over the height of land by use of a continuous chain operated by steam and a series of slides, into the headwaters of the Trent River, and down to the Company mill at Trenton. (Saunders 1946)

Construction was begun on the Ottawa, Arnprior, and Parry Sound Railway. (Kennedy 1970)

**1895** John Simpson became the second Superintendent of the park. (Saunders 1946)

The St. Anthony Lumber Company began operations at Whitney. (Saunders 1946)

Construction of the O.A. & P.S. railway continued, and entered Algonquin Park. (Saunders 1946)

**1896** O.A. & P.S. Rwy was completed. "While the last section was being completed, the Parry Sound line acquired and amalgamated with the Parry Sound Colonization Railway, enabling it to reach Georgian Bay at Depot Harbour, 396.6 miles from the junction with the Central Vermont Railway. (Kennedy 1970)

The Gilmour Company built a mill at Canoe Lake. Boilers which had been used to operate the continuous chain at Lake of Bays were hauled



(Top) Engine at Cache Lake.

Photo Courtesy of Public Archives of Canada No. PA8548.

(Above) Railway crossing and dam at outlet of Cache Lake.

Algonquin Museum Collection

overland on a tote road, for use in the new mill. (Addison 1974)

**1897** Park Headquarters were moved to Cache Lake. (Saunders 1946)

Ottawa, Arnprior, and Parry Sound Railway was officially opened. (Saunders 1946)

**1898** George W. Bartlett became the third Superintendent of Algonquin Park. The ranger staff (originally appointed in 1893) was increased from four to nine. (Lambert and Pross 1967)

**1899** Canada Atlantic Railway (owned by J. R. Booth and associates) took over the operation of the Ottawa, Arnprior and Parry Sound Railway (owned by J. R. Booth).

Elk were introduced into the park. They did not survive for long. They may have fallen prey to the small parasite which was fatal to them but harmless to the White-tailed Deer (which was also a host to the parasite). Deer numbers were very high at this time due to the abundance of young forest growing in the wake of logging and the extensive forest fires of the previous four decades. (Wyatt 1971)

Ring-necked Pheasant and Capercaillie (a large European Grouse) were introduced into the park. The introduction did not succeed. (Wyatt 1971)

Smallmouth Bass were introduced into lakes along the railway. The introduction was a success. (Wyatt 1971)

It was discovered that pine could be regenerated in quantity, thus making it possible for perpetual harvest of that type of tree in Algonquin Park. This had great importance to the logging industry. (Wyatt 1971)

At approximately this time J. R. Booth was operating a depot farm near Farm Lake on the Opeongo River. The McLachlin Company was operating a depot farm on Trout Lake and cutting logs in that area and north of Brule Lake. A spur line of the O.A. & P.S. Railway ran up to the limits of J. R. Booth on the Opeongo River. (Addison 1974)

**1900** The Gilmour mill at Canoe Lake was closed. (Wyatt 1971) An amendment was made to the Parks Act, allowing loggers to cut not only pine, but also spruce, hemlock, black and yellow birch, cedar, black ash and tamarack until 1930. (Wyatt 1971)

**1902** The Toronto Art Students League first started taking sketching holidays in the park. (Lambert and Pross 1967)

The St. Anthony Lumber Company built the Whitney and Opeongo Railway from Whitney to Sproule Bay. Its purpose was to provide a method of getting logs from Lake Opeongo to their mill. Much of the modern Opeongo Road runs over the old railway bed. (Rutter 1967)

George Bartlett made an inspection tour of the north part of Algonquin Park. (Saunders 1946)

**1905** The Grand Trunk Railway took over operation of the Canada Atlantic Railway. (Kennedy 1970)

Dr. T. A. Bertram, of Dundas, and Dr. A. J. Pierie, purchased two houses owned by the Gilmour Company. These houses, on one of the islands in Canoe Lake, were used as summer cottages. The government began leasing land for summer residences. (Saunders 1946)

**1907** Mark Robinson joined the park staff, as a ranger. (Addison 1974)

**1908** Hotel Algonquin was built at Joë Lake by Mr. Tom Merrill. (Saunders 1946)

Highland Inn was built at Cache Lake by the Grand Trunk Railway. It was opened in the following year under the management of Mr. and



Mrs. J. Edwin Colson. (Addison 1974)

Northway Lodge (camp) was started on Cache Lake by Miss Fanny Case. (Saunders 1946)

Archie Belaney, later known as Grey Owl, attempted to cross the park illegally and undetected, but was apprehended by the Rangers. (Saunders 1946)

**1909** Fur auction conducted for the first time in Toronto, at which furs trapped by the rangers in the park, as part of their duties, were sold. (Saunders 1946)

Timber dues in Ontario were paid in future not on acreage but on the volume of timber cut. This volume was determined by government agents. (Schull 1978)

**1911** First park telephone line strung on railway telegraph poles to link nearby shelter huts to Park Headquarters. (Rutter 1967)

Start of Camp Ahmeek on Lady Joe Lake. (Addison 1974) Start of Camp Minnewawa at Lake of Two Rivers. (Saunders 1946)

**1912** Canadian Northern Railway construction was begun through the northeastern part of the park. (Lambert and Pross 1967)

Colonial Lumber Company cut the last square timber on the Petawawa River. The timber was taken out north of Brule Lake and transported on the Grand Trunk Railway. (Turner 1976)

Superintendent Bartlett recommended that no leases be issued in the north end of the park so as to preserve the area from development. (Wyatt 1971)

Tom Thomson's first visit to Algonquin Park (Lambert and Pross 1967)

Grand Trunk Railway shipping grain from the west through the park to eastern markets. (Kennedy 1970)

**1913** Mowat Lodge was opened as a summer hotel by Mr. and Mrs. Shannon Fraser. (Addison 1974)

Camp Minnesing built on Burnt Island Lake, as a resort affiliated with Highland Inn. (Addison 1974)

Camp Nominigan was built on Smoke Lake as a resort affiliated with Highland Inn. (Addison 1974)

Political pressure applied by J. R. Booth resulted in the "Act to Confirm Certain Agreements Respecting the Limits of J. R. Booth in Algonquin National Park." This act, which had to apply to all companies cutting in the park, allowed the lumber companies



(Top) The family of Bill McIntyre at his farm on the Bonnechere River, 1900. Algonquin Museum Collection

(Above) Algonquin Park station at Cache Lake. Photo Courtesy of Public Archives of Canada No. C-56135

to negotiate for species to cut. In Booth's case the species was Balsam, which was not to be cut under the 1900 Act. As a result, the potential existed for all species of trees to be cut in the park. (Wyatt 1971)

**1914** World War One began. (Morton 1963) Grand Trunk Railway carried troop trains from west to east. Guards were posted on bridges and trestles to prevent sabotage. (Wilkinson 1976)

Camp Pathfinder was opened on Source Lake. (Saunders 1946)

Extension of eastern boundary of Algonquin Park included six new townships. In the process, three families of squatters were displaced. (McGuey, Garvey, McDonald) (Bartlett 1915)

Tom Thomson painted Northern River during this autumn or the next spring. (Murray 1971)

**1915** Canadian Northern Railway was completed through the north-east of the park. (Lambert and Pross 1967)

**1916** The Dufond Indian family which had settled on Manitou Lake in 1888 in the north end of the park, sold their land to the government. (Saunders 1946) The Dufond family is registered in the District of Nipissing in the 1881 Census, but the location is not stated.

(Author)

Superintendent Bartlett proposed

the building of a road through the park, but nothing came of the proposal. (Wyatt 1971)

Tom Thomson fire-ranged at Achray, on Grand Lake, and painted Jack Pine and The Drive; during this year he also painted West Wind. (Addison 1974)

Jack Whitton, a butcher in Whitney, was licenced to net Whitefish and Lake Trout in Lake Opeongo. This continued until 1918. (Addison 1974)

**1917** Tom Thomson died at Canoe Lake. The coroner from North Bay determined that his death was due to accidental drowning. (Saunders 1946)

Ontario government arranged for the hunting and shipment of deer from Algonquin Park to supplement the Canadian meat supply. (Saunders 1946)

**1918** Canadian National Railway purchased the Canadian Northern Railway. (Addison 1974)

Guards on bridges were dismissed at the end of the war. (Wilkinson 1976)

Thirty five thousand cords of wood were cut to supply fuel for certain Southern Ontario municipalities. (Addison 1974)

**1920** First Mowat Lodge burned down accidentally and was rebuilt on a new site further up Canoe Lake. (Addison 1974)

Trapping by the rangers for the Government Fur Auction was discontinued due to adverse public reaction. (Saunders 1946)

**1921** Camp Ahmek was begun at Canoe Lake by Taylor Statten. (Saunders 1946)

**1922** Retirement of George Bartlett as Superintendent of the park. (Saunders 1946)

John W. Millar appointed as Acting Superintendent. (Saunders 1946)

Maple Syrup production was begun by the Park Rangers for the Ontario government. The site was on the Minnesing Road near Canisbay Lake. (Rutter 1967)

Steel fire towers were erected at Trout Lake, Cache Lake and the Booth Farm. (Addison 1974)

The Ontario government stationed an HS2L aircraft for fire patrol at Whitney. (Addison 1974)

Camp Ahmeek closed. (Addison 1974)

**1923** Dr. Henry Sherman bought Minnesing Camp for the purpose of



holding religious seminars. (Addison 1974)

Mark Robinson became Acting Superintendent of Algonquin Park. (Saunders 1946)

Bartlett Lodge was opened by Mr. and Mrs. Alfred Bartlett (son of George Bartlett) at Cache Lake. (Addison 1974)

Canadian National Railway took over the Grand Trunk Railway. (Kennedy 1970)

**1924** John W. Millar was appointed as Superintendent of Algonquin Park. (Saunders 1946)

Camp Wapomeo was begun at Canoe Lake by Mrs. Taylor Statten. (Saunders 1946)

An airplane was stationed at the Algonquin Park airbase at Cache Lake. (Rutter 1967)

**1925** Camp Tanamakoon was begun at White (Tanamakoon) Lake by Miss Mary G. Hamilton. (Saunders 1946)

**1926** St. Anthony Lumber Company abandoned their rail line to Sproule Bay and their facilities there. (Hueston 1967)

Sandy Heggert opened Opeongo Lodge in the old St. Anthony Lumber Company buildings at Sproule Bay. (Hueston 1967)

Guest cabins at Nominigan burned down accidentally. (Addison 1974)

**1927** Park Act extends cutting of pine until 1960 and other woods until 1945. (Wyatt 1971)

Park Act gives Minister the right to withdraw timber from cutting, for the purpose of watershed protection, beautification of the park, fire protection, game preserves and shelters, or for any other purpose. (Lambert and Pross 1967)

**1928** Kish-kaduk Lodge was opened by Mr. E. Thomas at Cedar Lake. (Addison 1974)

**1929** Stock market crash, led to an increase in poaching of furs during the next ten years. (Rutter 1967)

**1930** J. H. MacDonald was appointed as Superintendent of Algonquin Park. (Saunders 1946)

Sawlog limits in Canisbay township were sold to McRae Lumber Company. (Wyatt 1971)

Camp Minnewawa, on Lake of Two Rivers, was closed. (Saunders 1946)

Public opposition to the proposal to put a highway through the park. (Wyatt 1971)

Fire patrol and game patrol



Mill dam on the Bonnechere River.  
(Recent photo)

Algonquin Park is still a producer of forest products today.

responsibilities were unified in one force. (Addison 1974)

Second Mowat Lodge accidentally burned down. (Addison 1974)

**1931** Nominigan Lodge sold to Garfield Northway of Toronto for use as a summer home. (Addison 1974)

Frank A. MacDougall was appointed as Superintendent of Algonquin Park. (Lambert and Pross 1967)

100 foot no-cut reservation was established around Cache Lake. (Wyatt 1971)

MacDougall used aircraft in Algonquin Park for fire detection. (Wyatt 1971)

Camp of the Red Gods on Buck (Teepee) Lake was built by Ellsworth Jaeger and Ernest Thompson Seaton. (Addison 1974)

**1933** Construction of a highway through the park was begun, partly as a "make work" project during the depression. (Lambert and Pross 1967)

Canadian National Railway discontinued the use of the section of track between Lake of Two Rivers and Cache Lake. (Kennedy 1970)

**1935** First automobiles reached Cache Lake. (Rutter 1967)

Arowhon Camp (formerly Camp of the Red Gods) was begun by Mrs. M. Kates. (Saunders 1946)

Emergency Landing Strip was cleared at Lake of Two Rivers. (Rutter 1967)

Killarney Lodge on Lake of Two

Rivers was opened by Mr. B. W. Moore. (Addison 1974)

Field Laboratory to study the effects of increased visitor use of the park on the fish populations of Algonquin lakes was set up by Dr. Harkness at Cache Lake. (Rutter 1967)

Campsites were built along highway 60. (Rutter 1967)

**1936** Fisheries Research Laboratory at Lake Opeongo was set up by Dr. Harkness. (Rutter 1967)

The new highway was used by 3,809 cars. (Rutter 1967)

Main group of Haliburton based poachers were captured by the park staff. (Wyatt 1971)

Mark Robinson retired as Chief Ranger. (Addison 1974)

**1937** Camp Tamakwa on South Tea Lake was opened by Mr. Lou Handler. (Saunders 1946)

**1938** Policy of alternate lake closure to fishing was established. (Rutter 1967)

**1939** World War Two began. (Morton 1963)

Whitefish Lodge on Whitefish Lake was built. (Hueston 1967)

Aeroplane hangar was built at Smoke Lake. The plane had been stored in a hangar near Headquarters at Cache Lake prior to this. (Addison 1974)

Standard system of shoreline timber reserves was established for the whole park. (Wyatt 1971)

**1940** Trucks first used for hauling logs. (Wyatt 1971)

**1940** McRae Lumber Company was cutting birch logs for construction of Mosquito bombers for the war effort in Europe. (Wyatt 1971)

**1941** Superintendent Frank MacDougall became Deputy Minister of the Department of Lands and Forests. (Lambert and Pross 1967)

James Taylor was appointed as acting superintendent. (Rutter 1967)

**1942** Maple Syrup program was abandoned. (Lambert and Pross 1967)

Arrowhon Pines Lodge opened on Baby Joe Lake by Mrs. M. Kates (Saunders 1946)

J. R. Dymond started Smoke Lake nature walks. (Saunders 1946)

**1944** Audrey Saunders researched "Algonquin Story" and conducted interviews with "Old Timers". (Saunders 1976)

Experimental spraying with D.D.T. was carried out in the park. (Saunders 1946)





The building of Highway 60 brought so many visitors that by the mid 70's quotas had to be set on interior use.

Mr. G. H. R. Phillips was appointed as Superintendent of Algonquin Park. (Rutter 1967)

Wildlife Research Area (31 square miles) was set aside. (Lambert and Pross 1967)

1945 World War Two ends. (Morton 1963)

1946 Algonquin Story was published by the Department of Lands and Forests. (Saunders 1976)

Canadian National Railway closed track between Whitney and Lake of Two Rivers. (Kennedy 1970)

1947 Ontario Hydro began construction of the Des Joachims dam on the Ottawa River and started cutting a right-of-way for a transmission line through the park, connecting the dam with Burlington, Ont. (Rutter 1967)

1948 Licenced traplines were set out around and inside the eastern section of the park. (Wyatt 1971)

1950 The Hydro transmission line was completed. (Rutter 1967)

Swan Lake Forest Research Station was established. (Lambert and Pross 1967)

1951 Petawawa Forest Management Unit was established. (Lambert and Pross 1967)

1952 Hydro power came to Whitney and through the park. (Smith 1956)

Railway tracks from Whitney to Lake of Two Rivers were taken up. (Kennedy 1970)

1953 West Gate complex was opened. (Lambert and Pross 1967)

Park Museum was opened. (Lambert and Pross 1967)

Bell telephone line put through the park, along the highway. (Smith 1956)

1954 A new policy for Algonquin Park, designed to bring the park back closer to its original condition, was announced. This included the plan to phase out leases by 1996, or as the leases expired. (Lambert and Pross 1967)

1956 As part of the new policy, the Ontario government purchased Highland Inn, Hotel Algonquin, and the Barclay Estate (on Rock Lake). (Hueston 1967)

1957 Hotel Algonquin, Highland Inn, and the Barclay Estate were dismantled and burned. (Hueston 1967)

1959 Headquarters were moved from Cache Lake to a new headquarters complex incorporated into a new East Gate at Clarke Lake. Many of the staff residences were moved on trailers to Clarke Lake. (Rutter 1967)

R. C. Passmore was appointed as Park Superintendent. (Rutter 1967)

Last train from the west came to Cache Lake. The tracks were taken up in the autumn of the same year. (Kennedy 1970)

Area of 5,940 acres was set aside for the National Research Council for construction of a Radio Observatory near Lake Traverse. (Rutter 1967)

Wolf trapping by the rangers was abandoned and a Wolf Research Program commenced. (Pimlott et al 1969)

Pioneer Logging Exhibit opened at the East Gate. (Rutter 1967)

1961 Clyde and Bruton townships were added to the park. (Rutter 1967)

1962 U. W. Fiskar was appointed as Park Superintendent. (Rutter 1967)

1963 First Public Wolf Howl by the

Interpretive Program. (The Raven 1963)

Area for Radio Telescope reduced to 96 acres. (Hueston 1967)

1965 Whitefish Lodge was purchased by the Ontario government. (Rutter 1967)

End of the Wolf Research Program. The wolves continued to be protected. (Pimlott et al 1969)

1966 Area for the Radio Telescope was increased to 135 acres. (Hueston 1957)

Mr. T. W. Hueston was appointed as Superintendent of Algonquin Park. (Hueston 1957)

*Events and dates from this point on have been recorded first-hand by the Author.*

1968 Provisional Master Plan for Algonquin Park was published by the Ontario government. It was met by mixed reaction by the public.

1972 Department of Lands and Forests became the Ministry of Natural Resources.

Mr. J. Lever was appointed as Superintendent of Algonquin Park. Historical Photograph Collection was begun by Park Museum staff.

1974 Fire towers were last used in the Park for fire detection. Algonquin Experience youth camp was opened by the government on the site of former Camp Douglas on Whitefish Lake.

In October the Algonquin Park Master Plan was published. The aims of the Master Plan were:

1/ to maintain the economic base for local communities and to continue to provide Ontario residents with a diversity of recreational opportunities.  
2/ to provide continuing opportunities for a diversity of low intensity recreational experiences within the constraint of the contribution of the Park to the economic life of the region. The park was zoned into Natural, Historical, Primitive, Recreation and Utilization zones.

1975 Mr. John Simpson was appointed Superintendent of Algonquin Park.

The Algonquin Forest Authority was established as a crown corporation to harvest the forests of Algonquin.

1976 Quota system for regulating the number of canoeists in the park interior was introduced.

Highway 60 (within the park boundaries) was renamed The Frank Mac-



Dougall Parkway.

A program to attempt to re-establish Peregrine Falcons in eastern North America was begun with the release of a few young birds in the park.

The former Nominigan Lodge was taken down.

Mercury was reported in some Algonquin lakes.

1978 Announcement of a modified plan to phase out leases, allowing present leaseholders to remain in the park until 1996, as long as the leaseholder or spouse survive.

Can and Bottle Ban, and Outboard Motor Restrictions were implemented. Fifteen square miles were added to Algonquin Park.

Turtle Club at Lake Traverse was sold and dismantled. It had been a designated Historic Zone in the Master Plan.

Acid rain was recognized as a serious problem threatening Algonquin Lakes.

1979 Public meetings were held as part of a Master Plan Review.

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